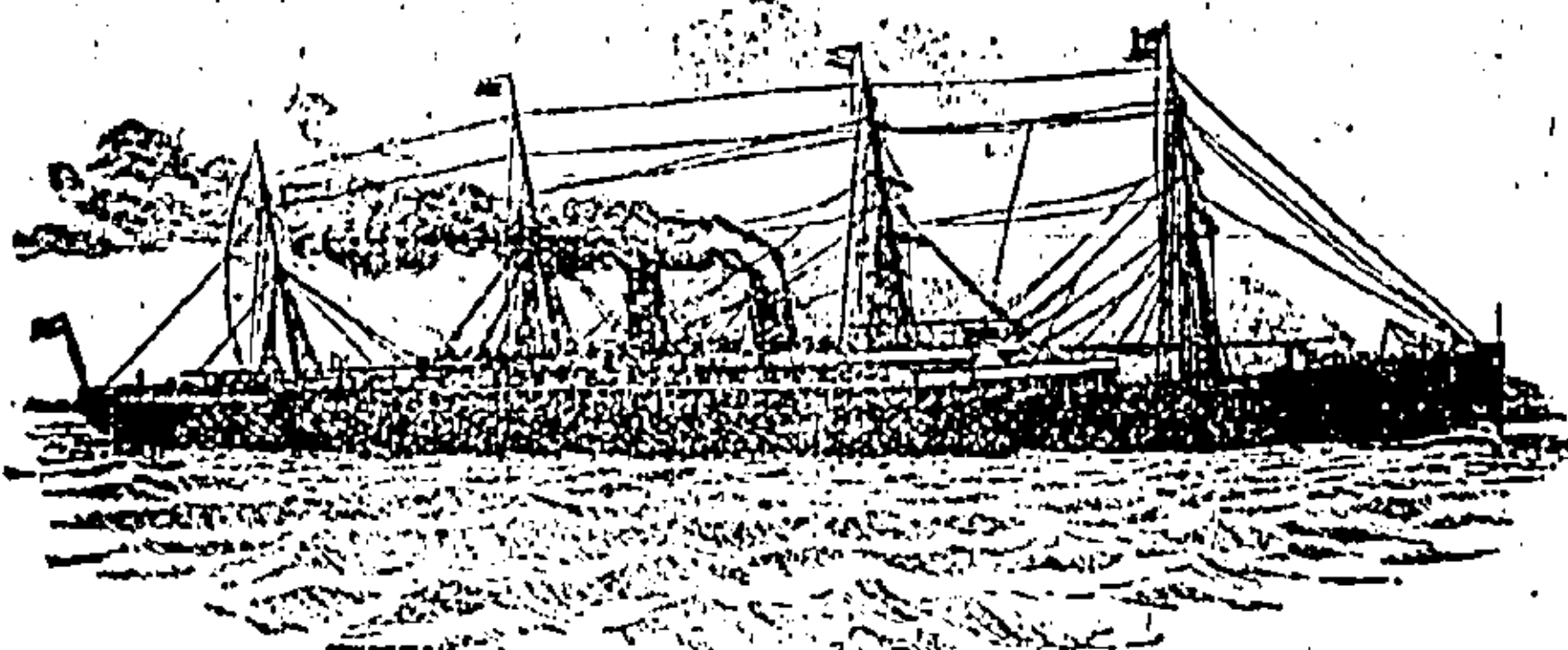


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|----------------------|-----------------------|---------------------------------------|
| "NIPPON MARU"..... | 6,307 Gross Tons..... | TUESDAY, 24th November, at Noon. |
| "SIBERIA"..... | 1,284 "..... | WEDNESDAY, 2nd December, at Noon. |
| "GOPTIC"..... | 4,352 "..... | WEDNESDAY, 9th December, at Noon. |
| "AMERICA MARU"..... | 6,307 "..... | FRIDAY, 18th December, at Noon. |
| "KOREA"..... | 1,276 "..... | SATURDAY, 26th December, at Noon. |
| "GAELIC"..... | 4,205 "..... | SATURDAY, 2nd January, 1904, at Noon. |
| "HONGKONG MARU"..... | 6,307 "..... | SATURDAY, 9th January, at Noon. |
| "CHINA"..... | 5,060 "..... | TUESDAY, 19th January, at Noon. |
| "DORIC"..... | 4,784 "..... | FRIDAY, 29th January, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND-SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and swiftest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight apply to the Agents of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

| | | |
|--------------------------------|-----------------|--------------------------------|
| R.M.S. "EMPRESS OF INDIA"..... | 6,000 Tons..... | WEDNESDAY, 18th November. |
| "EMPRESS OF JAPAN"..... | 6,000 "..... | WEDNESDAY, 16th December. |
| "EMPRESS OF CHINA"..... | 6,000 "..... | WEDNESDAY, 13th January, 1904. |
| "ATHENIAN"..... | 3,882 "..... | WEDNESDAY, 27th January. |
| "EMPRESS OF INDIA"..... | 6,000 "..... | WEDNESDAY, 10th February. |
| "TARTAR"..... | 4,425 "..... | WEDNESDAY, 24th February. |
| "EMPRESS OF JAPAN"..... | 6,000 "..... | WEDNESDAY, 9th March. |
| "EMPRESS OF CHINA"..... | 6,000 "..... | WEDNESDAY, 30th March. |
| "ATHENIAN"..... | 3,882 "..... | WEDNESDAY, 20th April. |
| "EMPRESS OF INDIA"..... | 6,000 "..... | WEDNESDAY, 27th April. |
| "ATHENIAN"..... | 3,882 "..... | WEDNESDAY, 11th May. |

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS. "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

| STREAMERS. | DESTINATIONS. | SAILING DATES. | |
|----------------|-------------------------------------|------------------------|----------|
| MARBURG..... | HAVRE, BREMEN and HAMBURG. | 21st Nov. | Freight. |
| Stern..... | (Calling at SINGAPORE and COLOMBO). | | |
| SUEVIA..... | HAVRE and HAMBURG. | 1st Dec. | Freight. |
| Borck..... | (Calling at SINGAPORE and PENANG). | | |
| ARAGONIA..... | HAVRE and HAMBURG. | 15th Dec. | Freight. |
| Forst..... | (Calling at SINGAPORE and COLOMBO). | | |
| NURNBERG..... | HAVRE and HAMBURG. | 29th Dec. | Freight. |
| Jaburg..... | (Calling at SINGAPORE and PENANG). | | |
| AMBRIA..... | HAVRE and HAMBURG. | 5th January, 1904. | Freight. |
| Duckstein..... | (Calling at SINGAPORE and COLOMBO). | | |
| NUBIA..... | NEW YORK | About end of December. | Freight. |
| von Hoff..... | via Suez | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------------|-----------------|------------------------|
| S.S. "HONAM,"..... | 2,363 tons..... | Captain H. D. Jones. |
| "POWAN,"..... | 2,358 "..... | C. F. Morrison, R.N.R. |
| "FATSHAN,"..... | 2,358 "..... | A. W. D.X.M. |
| "HANKOW,"..... | 1,073 "..... | C. V. Lloyd. |
| "KINSHAN,"..... | 2,360 "..... | J. J. Lissius. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

| | | |
|------------------------|---|-----------------------|
| S.S. "HEUNGSHAN,"..... | 1,998 tons..... | Captain W. E. Clarke. |
| Do. | from Macao to Hongkong daily at 2 P.M. (Sunday excepted). | |
| Do. | from Hongkong to Macao daily at 8 A.M. (Sunday excepted). | |

CANTON-MACAO LINE.

| | | |
|-----------------------|--|--------------------|
| S.S. "LUNGSHAN,"..... | 2,19 tons..... | Captain T. Hamlin. |
| Do. | from Canton to Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M. | |

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| | | |
|---------------------|---------------|--------------------|
| S.S. "SAINAM,"..... | 588 tons..... | Captain B. Branch. |
| "NANNING,"..... | 569 "..... | C. Butchart. |
| "TAK HING,"..... | 518 "..... | R. D. Thomas. |

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|----------------|--------------------------|----------------------|-------------------------------------|-------------|
| TJIMAH..... | JAVA PORTS via MACASSAR. | December 1 | SHANGHAI, KOBE and YOKOHAMA. | December 5 |
| TJIPANAS..... | KOBE and YOKOHAMA. | November 26 | SINGAPORE, JAVA PORTS and MACASSAR. | November 29 |
| TJILATJAP..... | Do. | December 21 | Do. | December 24 |

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

THE AGENTS,
HOTZ, SJACOB & CO.
Telephone No. 201.
Hongkong, 16th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Voeux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT,
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

954c)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

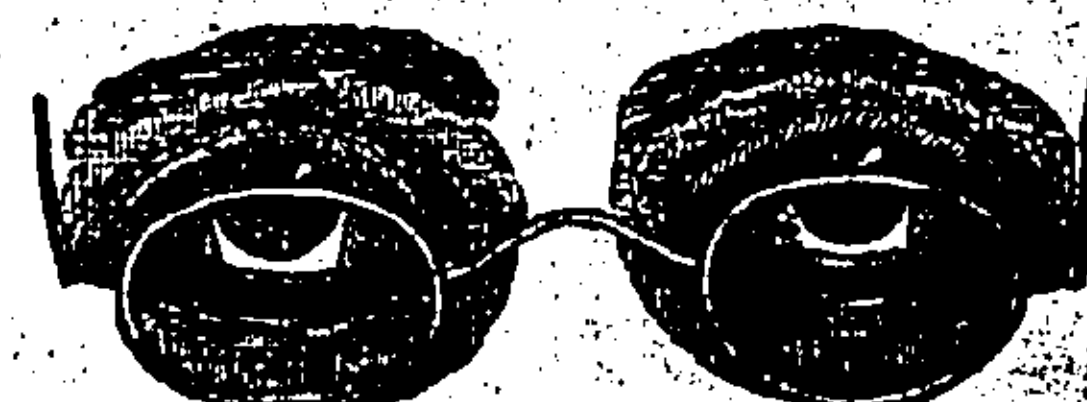
[17]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL,
Manager.

J. W. OSBORNE,
Proprietor.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

EDWARDS, PIRY & CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at No. 1, Duddell Street (first floor), on WEDNESDAY, the 18th day of November, 1903, at 2.30 o'clock in the afternoon, for the purpose of considering the position of the Company, when the following resolutions will be proposed:

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.
2. That the Company be wound up voluntarily.
3. That the said Joseph Snowell Plant be and is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

Dated, 13th November, 1903.

[1362c]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of November, 1903, at NOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as SPECIAL RESOLUTIONS:

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.
2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:

"The remuneration of the General Managers shall be a sum not exceeding \$2,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Dated this 2nd day of November, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

[139c]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 16, Connaught Road, Central,
Hongkong, 9th February, 1903.

[5c]

DEUTSCHE WEINGESellschaft
DUHR & CO., COLEN.

STOCK ON HAND OF
AHRLEICHART, a red Abr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903.

[1259c]

REIN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[119c]

Mail.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY, LTD.,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th November, 1903.

[14c]

THE "EMPRESS"—"KWANG TAI"
COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Shanghai).
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, P.N., H.M.S. Sirius, Naval Assessor.
The Imperial Chinese Government, the owners of the cruiser Kwang Tai, the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.
Witness—I don't know. I did not notice what wind there was after the collision when the boats were stationary. Our speed was taken by a patent log. Between 6 and 7 o'clock our speed was 9½ knots, and between 7 and 8 o'clock 10½ knots, giving an average speed for those two hours of 10 knots. From 11 to 12 the speed was not taken. There is a note in the remarks column that to 38 we passed Good Hope Cape. I do not know exactly how far off we passed. There is also a remark that at 9.30 altered course S.W. by W. ½ W. There is practically no deviation of the compass by Lamuck Island and the compass course is therefore the true course. The course S.W. by W. ½ W. expressed in degrees is S. 71 W. which making the 5° allowance for error is S. 66 W. So far as the remark column shows there was no further change of course until 11 p.m. when it reads: "Altered course W. by S. ½ S." I said yesterday that that also means S. 66 W.

Mr. Sharp—Then you got into this course at 9.30?
His Lordship—That he has already explained. He says that the log shows there was an alteration and he has explained it. He has not stated. So long as you stick to the remarks column you are all right.

Mr. Sharp—I believe there was another alteration and one later back again.
His Lordship—He has already said there was an alteration and it was not put in (to witness). There may have been changes of course not put down in the remarks column.

Witness—Yes.
Cross-examination continued—The entries opposite 12 o'clock were written by one on board the Kwang Tai. They were made a few minutes before the collision.

By His Lordship—The last line is in the gunner's handwriting and was entered on board the Kwang Tai just before the collision. At that time the run of the ship was not ascertained and the column was left blank.

By Mr. Sharp—The barometric and thermometer readings were entered by the gunner. The instruments were kept on the quarter deck; the log test was kept in the chart box on the upper bridge and the ship's log was kept in the cabin. At night the chart box was taken into the chart room. It was I who saved this log-book. I only kept this one and thought about saving that only. I was attending to other work and no other books were saved. The final entry in the remarks column is in my handwriting and was made only a few days ago.

I remember no other change of course not entered in the remarks column except the one at ten o'clock.

Re-examined—There is no change of course which does not appear in the course column or the remarks or in both. Sometimes they are put in one and sometimes in another.

By His Lordship—By looking at the remarks column and the course column, I could tell every change of course that was made during my watch. The course column was entered at the hour and gave the actual course at that time. The book did not always state the time of the alteration.

His Lordship—Then this sheet does not show all the alterations in the course. Some other entries must be made to reconcile the entries in the remarks column with those in the course column. At 9 o'clock the course is W.S.W.; at 9.30 it is S.W. by W. mag.; at 10 it is again W.S.W.; at 10.30 it is S.W. by W. mag.; at 11 it is W.S.W. Is W.S.W. the same as S.W. by W. mag?

Witness—No. We steered S.W. by W. ½ W. mag. for about 28 minutes. By the time the actual course was taken at 10 o'clock another alteration had been made which does not appear in the remarks column.

His Lordship—I thought at first you could make out the complete course from one column or another but you cannot.

Mr. White Cooper—What is the difference between W.S.W. compass, and S.W. by W. ½ W. mag.?

The assessors figured out the difference to be 3½ degrees.

Mr. White Cooper—The effect of that is, I think, that they had edged in to the coast a little.

Witness—We altered our course to go in towards the coast. The tide was setting in at that time. We took the altered course for half an hour in order to keep ourselves in the right way. The direction of the captain after the collision was to work the pumps. There were two hand pumps and one pumped by the engine room. Our buoy was not broken. I was in the last boat to leave the Kwang Tai. The captain was busily engaged looking after the embarkation right up to the time the boat foundered.

His Lordship—With regard to the turning of a ship when the helm is put hard over does the ship begin to turn at once?

Witness—Yes.
Further questioned by His Lordship—It was about 11 p.m. that I noticed the Empress about eight miles off. The collision took place within an hour.

Mr. Sharp pointed out that the Empress would have to travel at over 20 knots to bring this about.

Mr. White Cooper suggested that witness was giving the opinion he formed at the time as to the distance at which he saw the Empress. He would know now she must have been nearer.

His Lordship instructed witness to mark on the chart the actual course taken by the Kwang Tai according to the log book.

Sung Wei-ching (continued)—I was assistant gunner on the Kwang Tai. I have been 16 years in the Chinese navy. I was on watch from 8 to 12 on the night of the collision. I was running about with no fixed place of duty. It was a little after ten o'clock when I first saw the lights of the Empress—a white light. I was then standing on the starboard side of the bridge and reported to the captain "a ship right ast." The captain said "It doesn't matter." I thought the steamer was six or seven miles off. I watched her and saw the side lights come into view, three or four minutes later. This was with the naked eye. I saw the green side light first and then the red. I made a further report to the captain, who again said, "It doesn't matter." I came down from the bridge every half hour to see the men in their station. It was my duty to muster them and during the watch to see to them at their posts afterwards. I saw the actual collision. When the Empress came close to us I still saw both red and green lights.

Witness placed the models to show the position of the vessel just before and during the collision. His view was that the Empress's starboard bow hit the port quarter of the Kwang Tai.

that, that the Empress slid alongside and then the bow diverged.

Examination in chief continued—I went down from the bridge to inspect the damage. Our port side guns were driven in and the gun carriages capsized. There were two boats hanging from the davits; the port side cutter was turned in. I went below the waterway. I accompanied the captain below. This was before the foreign officer from the Empress had come on board. He did not afterwards go below with the foreign officer. I thought the Kwang Tai would sink very quickly. The engine room department was separated by bulkheads from the after part. There was no water tight door, but there was an ordinary door which was closed. I wrote the last line in the log book; I have also written other lines on this page (witness marked the lines which included the last three entries for the patent log). It was my duty to look after the patent log and engine log, but as regarded the bottom line I filled in all the entries. It was exceptional for me to do this.

Mr. White Cooper—Why did you do this?
Witness (after looking again at the log)—I did not write the whole of the last line.

Witness commenced to mark other lines.
His Lordship—He read it write any more in the book. There is not such marked dissimilarity in the writing to say straight away they are not by the same hand.

Mr. Platt (cross-examining)—Who did write the last line?
Witness—I did write the whole of the last line. I can write English, but not very well. Besides myself there were on the bridge during my watch the captain, the navigating lieutenant and the third officer. The captain went down sometimes to the chart house just below, but he was either there or on the bridge the whole time. I first saw the two white lights of the Empress simultaneously, then the green and the red almost simultaneously. Whenever I looked at the Empress after that I always saw both red and green lights, showing that the Empress was dead astern. I have been on the Kwang Tai seven years. I know what a collision is; we had them on board. On this occasion a collision was brought up but it was only a very small piece. No attempt was made to put it over the hole, as the water was rushing in too fast and the mat was small. The forecast of the Kwang Tai was lowered.

Mr. White Cooper did not re-examine.
Lieutenant Chang (recalled) handed in the chart on which he had marked the Kwang Tai's course, as instructed by his Lordship.

The Court then adjourned until the 10th inst. at 10 a.m.

His Lordship—The last line is in the gunner's handwriting and was entered on board the Kwang Tai just before the collision. At that time the run of the ship was not ascertained and the column was left blank.

By Mr. Sharp—The barometric and thermometer readings were entered by the gunner. The instruments were kept on the quarter deck; the log test was kept in the chart box on the upper bridge and the ship's log was kept in the cabin. At night the chart box was taken into the chart room. It was I who saved this log-book. I only kept this one and thought about saving that only. I was attending to other work and no other books were saved. The final entry in the remarks column is in my handwriting and was made only a few days ago.

I remember no other change of course not entered in the remarks column except the one at ten o'clock.

Re-examined—There is no change of course which does not appear in the course column or the remarks or in both. Sometimes they are put in one and sometimes in another.

By His Lordship—By looking at the remarks column and the course column, I could tell every change of course that was made during my watch. The course column was entered at the hour and gave the actual course at that time. The book did not always state the time of the alteration.

His Lordship—Then this sheet does not show all the alterations in the course. Some other entries must be made to reconcile the entries in the remarks column with those in the course column. At 9 o'clock the course is W.S.W.; at 9.30 it is S.W. by W. mag.; at 10 it is again W.S.W.; at 10.30 it is S.W. by W. mag.; at 11 it is W.S.W. Is W.S.W. the same as S.W. by W. mag?

Witness—No. We steered S.W. by W. ½ W. mag. for about 28 minutes. By the time the actual course was taken at 10 o'clock another alteration had been made which does not appear in the remarks column.

His Lordship—I thought at first you could make out the complete course from one column or another but you cannot.

Mr. White Cooper—What is the difference between W.S.W. compass, and S.W. by W. ½ W. mag.?

The assessors figured out the difference to be 3½ degrees.

Mr. White Cooper—The effect of that is, I think, that they had edged in to the coast a little.

Witness—We altered our course to go in towards the coast. The tide was setting in at that time. We took the altered course for half an hour in order to keep ourselves in the right way. The direction of the captain after the collision was to work the pumps. There were two hand pumps and one pumped by the engine room. Our buoy was not broken. I was in the last boat to leave the Kwang Tai. The captain was busily engaged looking after the embarkation right up to the time the boat foundered.

His Lordship—With regard to the turning of a ship when the helm is put hard over does the ship begin to turn at once?

Witness—Yes.
Further questioned by His Lordship—It was about 11 p.m. that I noticed the Empress about eight miles off. The collision took place within an hour.

Mr. Sharp pointed out that the Empress would have to travel at over 20 knots to bring this about.

Mr. White Cooper suggested that witness was giving the opinion he formed at the time as to the distance at which he saw the Empress. He would know now she must have been nearer.

His Lordship instructed witness to mark on the chart the actual course taken by the Kwang Tai according to the log book.

Sung Wei-ching (continued)—I was assistant gunner on the Kwang Tai. I have been 16 years in the Chinese navy. I was on watch from 8 to 12 on the night of the collision. I was running about with no fixed place of duty. It was a little after ten o'clock when I first saw the lights of the Empress—a white light. I was then standing on the starboard side of the bridge and reported to the captain "a ship right ast." The captain said "It doesn't matter." I thought the steamer was six or seven miles off. I watched her and saw the side lights come into view, three or four minutes later. This was with the naked eye. I saw the green side light first and then the red. I made a further report to the captain, who again said, "It doesn't matter." I came down from the bridge every half hour to see the men in their station. It was my duty to muster them and during the watch to see to them at their posts afterwards. I saw the actual collision. When the Empress came close to us I still saw both red and green lights.

Witness placed the models to show the position of the vessel just before and during the collision. His view was that the Empress's starboard bow hit the port quarter of the Kwang Tai.

His Lordship—The last line is in the gunner's handwriting and was entered on board the Kwang Tai just before the collision. At that time the run of the ship was not ascertained and the column was left blank.

By Mr. Sharp—The barometric and thermometer readings were entered by the gunner. The instruments were kept on the quarter deck; the log test was kept in the chart box on the upper bridge and the ship's log was kept in the cabin. At night the chart box was taken into the chart room. It was I who saved this log-book. I only kept this one and thought about saving that only. I was attending to other work and no other books were saved. The final entry in the remarks column is in my handwriting and was made only a few days ago.

I remember no other change of course not entered in the remarks column except the one at ten o'clock.

Re-examined—There is no change of course which does not appear in the course column or the remarks or in both. Sometimes they are put in one and sometimes in another.

By His Lordship—By looking at the remarks column and the course column, I could tell every change of course that was made during my watch. The course column was entered at the hour and gave the actual course at that time. The book did not always state the time of the alteration.

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Witness—No. We steered S.W. by W. ½ W. mag. for about 28 minutes. By the time the actual course was taken at 10 o'clock another alteration had been made which does not appear in the remarks column.

His Lordship—I thought at first you could make out the complete course from one column or another but you cannot.

Mr. White Cooper—What is the difference between W.S.W. compass, and S.W. by W. ½ W. mag.?

Intimations.

WANTED.

BY a firm of Shipchangers, an ASSISTANT to run the Harbour, Engineer preferred. Good salary to a capable man.

Address: CHANDLER, C/o Hongkong Telegraph, Hongkong, 14th November, 1903. [13556]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, on TUESDAY, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to the 30th of September, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive.

J. W. KEW, Manager, Hongkong, 11th November, 1903. [13556]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from the undermentioned Batteries, and on the dates as specified opposite.

Sonettiers West in a South-Westerly direction at a range of about 2,000 yards, on the 20th November, 1903.
Lyemun (Sywan) at a range of about 4,000 yards to the North of Futau Chau and 4,800 yards along the Western shore of Junk Bay, on the 21st November, 1903.

Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

If the weather is unfavourable on any of the above dates, practice will be carried out on the 23rd instant.

By Command, F. H. MAY, Colonial Secretary, Hongkong, 12th November, 1903. [13576]

FROZEN FOOD.

DEPOT No. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s S.S. "CHANGSHA," including MUTTON, LAMB, PORK, SUCKLING PIGS, HARES, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), BACON, and HAM.

Pass Books will be supplied to, and Accounts kept with, well-known residents.

Price Lists on application.

LAU KUE TONG, Manager, The Hongkong Frozen Food Supply, Hongkong, 14th November, 1903. [13556]

PURE DELICIOUS REFRESHING

may now be had in Cases of 4 Doz. Quarts at \$15.00.

MACWEN, FRICKEL & CO., 3, DUDDELL STREET.

1st September, 1903. [6504]

FURTHER REDUCTION IN FRESH AUSTRALIAN BUTTER.

Try our Fresh Australia Butter. We do not put up the butter in prints here as many others do, after importing it in lumps. We are now offering this article at a very low price—80 cents a roll.

Quality will speak for itself. Special terms to Messrs. Boarding Houses, Hotels, and large Consumers.

H. RUTONJEE, No. 3, D'Agular Street, and 36 and 38, Elgin Road, Kowloon, Hongkong, 11th November, 1903. [13546]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

401 QUEEN'S ROAD, Watson's Building.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 3, Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

All Claims must be sent in to me on or before the 23rd instant or they will not be recognised.

No Fire Insurance has been effected.

J. STUART THOMSON, Acting Agent, Hongkong, 12th November, 1903. [13556]

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J. STUART THOMSON, Acting Agent, Hongkong, 12th November, 1903. [13556]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Hongkong, 14th November, 1903. [12636]

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims for damage must be sent in before the 27th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents, Hongkong, 14th November, 1903. [12236]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI," FROM NEW YORK.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by AGENTS, Hongkong, 9th November, 1903. [13416]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, 10th November, 1903. [14336]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.

All Claims for damage must be sent in before the 23rd November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 11th November, 1903. [6536]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

**AERATED - -
- - WATERS.**

THE WATER we use is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED 1841.

THE LATEST EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN BY AMATEURS.

GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

**CARMICHAEL AND
CLARKE,**

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code
Liebert's Standard Code.

TELEPHONE, 232.
Hongkong, 30th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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LATENT—\$10 per annum.
Weekly—\$10 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 16, 1903.

LOCAL AND GENERAL.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—
Advt.

MR. M. S. Northcote kindly informs us that a telegram from Peking announces their score in the Interport match as 750.

THE *Amoy Gazette* and Shipping Report was resuscitated on the 2nd of November under the new proprietorship.

RETURNS for the forty-eight hours ending at noon to-day give one fatal case (Chinese) of bubonic plague in the Colony.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—
Advt.

CAPTAIN Marshall, of the *Empress of India* several of her officer and a couple of quarter-masters, also, Mr. D. E. Brown, of the Canadian Pacific S. S. Coy., arrived per French mail from Shanghai this morning.

THE *al fresco fete*, in aid of the funds of the Society of St. Vincent de Paul, which was held yesterday evening in the grounds of the Roman Catholic Cathedral was a brilliant and well attended gathering. Owing to pressure on our space we are obliged to hold over a detailed account of the same until to-morrow.

If you want a first class photo of yourself you can get it at LeMunyon's.—
Advt.

RABIES is again unfortunately prevalent in the neighbourhood of the Bubbling Well Road, Shanghai, and several valuable dogs belonging to foreigners have lately succumbed to the disease or had to be killed. The Council had accordingly given instructions to the Police to shoot all unmuzzled dogs found at large in that district.—*N.C.D. News.*

COMMERCIAL TRAVELERS' ASSOCIATION. (says the S. F. Press Nov 7) by the *Van Imhoff* for Batavia en route to Timor Dili, of which he is the Governor. With a view of assisting the poor peasants of his country and at the same time developing the agricultural resources, there passed through here lately a number of Portuguese families who were going to Timor Dili under His Excellency's auspices.

MESSRS. S. C. Farnham, Boyd & Co., Ltd. launched at their Cosmopolitan Dockyard, Shanghai, last Monday afternoon for the Hamburg America Line, a steel pontoon hulk, 230 feet long, 40 feet beam and 10 feet deep. The hulk is intended for use at Kiukiang, and in addition to the usual provision for storing cargo in hold and 'tween decks, is fitted with accommodation for European and Chinese passengers, Customs officials, and the hulk keeper, and with crew's quarters. Two other hulks, built for the Hunan Kisen Kaisha, but of smaller dimensions, have been launched, and only await dispatch to their destination.

We are still doing business at 31, Des Voeux Road, LeMunyon.—
Advt.

A FLEET of American gunboats are now coming out from the United States to Manila by way of the Suez Canal. These consist of the *Decatur*, *Dale*, *Bainbridge*, *Chauncey* and *Barry*, and were to leave Norfolk about November 1st. Lieut. L. H. Chandler commands the flotilla, which is conveyed by the *Baltimore*, one of the American protected cruisers. The Suez Canal route is chosen in preference to the Japan one because it is impossible for the torpedo boats to steam very long distances as they cannot carry sufficient coal, but the frequency of coaling stations along the Suez Canal route does away with the difficulty.

CANTON-FAISHAN RAILWAY.

THE OPENING RUN.

AN INTERESTING OUTING.

Another wave of progress—social, commercial and intellectual—which so closely follows the strides of the iron horse, was set rolling yesterday when, amid the cheers of an excited populace, the roar of Chinese crackers, and the tooting and puffing of a little engine, the first train to run over the Canton-Samsui branch, of the Canton-Hankow railway, drew up beneath the weather-stained walls of old Faishan city. From close by, from all over the golden grained paddy fields, and from the quaintest of hamlets on either side, the track natives rushed on to the embankment to stare in wonder at the strange "joss" rushing along. They hailed it with delight as a great *franghi* responsible for last season's crop of rice resulting in the best harvest experienced for the past eighteen years. But there were others

who also took advantage of the unique ceremony enjoyed under the perfect, clear blue sky of an ideal November morning, and thronged to the perfect arrangements made by Messrs. Shaw, Tomes and Co., the local agents of the American China Development Company, who are constructing the line, a large and representative party from Hongkong travelled on the comfortable steamer *Kinsan*, specially chartered for the occasion, and arrived at Canton early on Sunday in ample time to catch the first train to Faishan. Among those boarding the ship on Saturday evening were Commodore and Mrs. Robinson, the Hon. F. H. and Mrs. May, Hon. Gershom Stewart, Major Dopping Hepburn, Capt. Mo ley, Mr. Murray Stewart, Mr. and Mrs. C. A. Tomes, Mrs. C. W. Dickson, Mr. and Mrs. Graham, Mr. and Mrs. E. Goetz, Miss Hume, Miss Hawley, Miss Hancock, Messrs. J. H. Lewis, R. Hancock, H. Hancock, A. J. Williams, T. Hamman (Consul for Law), C. R. Scott, E. S. Wheeler, D. R. Law, Dietrich, Fung (Va Ch'ien, representatives of the local Press and 3; bandmen from the Sherwood Forester under Bandmaster Bradley.

THE STAR.

After breakfast aboard, and an introduction to Mr. Willis E. Gray, the general manager of the American China Development Company, who, by the way, personally superintended the arrangements connected with the ceremony, the guests embarked in launches lying alongside the Shamien, and, headed by the band of the Sherwood Foresters, a procession started away across the harbour in the Faishan side of the river, and pulled up at Shek-wai-long, the Canton terminus of the line which will eventually connect the city with Samsui, some 23 miles away. Here all was bustle and excitement—a marked difference to this time last year when the United States Consul, Mr. Gray and a few Chinese drove home the first official stake of the new permanent way. During the twelve months that have elapsed marvellous changes have been wrought. A large quayside has been almost completed, and work has progressed so rapidly that the time has nearly arrived for the construction of a large station. Huge stacks of timber and iron sleepers rest by the side of the embankment on which the train stands, the cynosure of every eye, while all around natives are intently watching the many new arrivals as they alight from the launches and proceed to the object of so much wonder. A squad of a hundred uniformed men, comprising part of the railway guard, are standing "at present arms" on the way to the train. Chinese officials of every rank and description are hurrying along in their vandy robes which strikingly contrast with the scarlet uniforms and white helmets of the Sherwood Foresters, and the sombre blue of the serge worn by the law from the proud German *Hiss* and American *unibots*. *Calais*, lying at anchor behind the forest of junk masts almost shutting the Shamien from view. There is not much time to be lost, the engine, with the star spangled banner and the yellow dragon floating out from either side of the funnel, is already fretting and fuming, and enthusiastic photographers on timber stacks, sleeper stacks, and every coign of advantage are becoming impatient. There are six long, open, roofed in carriages to be filled and thousands eager to fill them, but so perfect are the arrangements that no unnecessary jostling, occurred and all privileged to ride found room. In the carriage immediately behind the engine was a detachment of the railway guard, and the next was filled with natives, while the third vehicle contained prominent Chinese officials, the fourth the band of the Foresters, the fifth Europeans, and the last, the ladies and others of the party from Hongkong.

Too near the wheels. The whistle screeches out, the lever is pressed, steam rushes into the cylinders, and at 10.59 the first train to pull out of the Shek-wai-long terminus starts on its twelve-mile run. But it only goes 50 yards and then slows down. Heads are thrust from the open windows, and Mrs. Will's Gray and Mrs. C. A. Tomes are seen alighting from the engine which they had started at the terminus. The delay is very short and the two ladies having boarded the end carriage, Mr. J. V. Bell takes charge of the engine and drives it away to Faishan. And a delightful ride it is. A trip over a newly-laid track is usually attended with jostling and bumping, and passengers are advised to "hold on," but yesterday's run on the Faishan line was free from violence and testified to the care bestowed by the Company in laying the rails. At present only a single track is laid, but all along the line gangs of workmen are busy getting the permanent way in order so that in time two sets of rails will be put down. Meanwhile, we are going steadily along at some twelve miles an hour, and the whistle is frequently warning the natives swarming on to the embankment to stand clear. At intervals a section of the armed guard is drawn up by the side of the track, and as the train rushes past the men either stand at the present or get on to the right knee as though preparing to receive cavalry. At each of the bridges—there are thirteen in the first ten miles—villagers have congregated in large numbers and on the approach of the train cheer upon cheer, wave their hats and discharge crackers. They are delighted with the *franghi*. At most places people are prevented from trespassing on the line by a wide channel of water, or borrow pits, on either side of the embankment, which serves not only as a protecting barrier, but is also being used in the transportation of various material necessary for the construction of the track. On we go, the scene ever changing; but paddy everywhere. Some fields have already been cut, others are being reaped, and as the train rushes by the harvester will stand side in hand, or sheaf on his back and watch the rough intruder pass away to the horizon in a cloud of smoke. At places the brown sails of a junk are seen plunging their way through the land as the craft glides over the low lying waters of the numerous creeks and estuaries of the Canton or West Rivers. Ahead is the track, mile after mile without a curve—there are only two or three on the section rendered necessary on account of graveyards. At length we draw up at Faishan with thousands of natives awaiting our arrival. Standing behind a long row of armed soldiers and men of the railway guard they give us a warm welcome, and are then attracted by the scarlet tunics of the Sherwoods upon whom they gaze steadfastly as the band strikes up. It is now ten minutes to twelve, and another engine, which had followed the train, some hundred yards in the rear, is coupled to the carriages, and at 12 o'clock Mr. Frank Young jumps aboard and starts the engine on its return journey. Shek-wai-long is reached at 1.15, and everyone is eager to congratulate Mr. Gray upon the undoubted success of the trip. But there is not much time to be lost, and the large party adjourns to a big match by the side of the line where an excellentiffin is served.

THE TIFIN.
Mr. W. E. Gray presided, and on his right sat the Hon. F. H. May, with Commodore Robinson occupying a seat on his left. Among others present, whose names have not hitherto been mentioned were H. E. Chang Chen Hsen, who has recently given up the study of the English language for the study of the Chinese, and who personally did a great deal towards arriving at an amicable settlement with the natives owning the ground through which the new railway passes, Capt. Anderson, Messrs. W. K. Brice, R. McWade, J. Scott, F. Guillemin, G. E. Huijgen, O. Spandow, G. Richarme, I. Trevous, M. S. Noma, and J. Rommy.

The Chairman, who, on rising, was received with loud applause, said:—It is my pleasure to congratulate you on your safe return (Applause and laughter). When I say that the only fear I have had about the trip was simply about the tiffin, and now that we have got through I feel like congratulating you on that. (Laughter). It may interest you if I briefly give you some idea of what this day means to the people of the country which has inaugurated a movement resulting in the construction of the Yuen-Han railway. In 1898, Mr. Basche, an American gentleman, secured a concession for the construction of the railway. But he had no money! He went to America and there sought the assistance of one of the ablest and best known statesmen of the day—the Hon. Calvin Bruce—(Applause). As you probably all know, some few years ago when Mr. Bruce, on our deep regret, was, by Divine Providence, called away to that bourne from whence no traveller returns, and when I say to you that was a sad loss to this enterprise I only partially tell you the effect. However, the enterprise is going on, as all things go on after we are gone. On the 14th June, 1902, an imperial Edict was issued which authorized the construction and approved the contract which had been made with Mr. Bruce and his agents. Serious delays occurred until the middle of December, 1902, when we began work. We were well started by the 1st January, 1903, and you have seen to-day the beginning of the Canton-Hankow railway. There are those here who have contributed very greatly to the construction of that portion of the line now ready for operation—our chief engineer, Capt. Mead, our assistant engineer, Justin Burns, our divisional engineer, Farnham, our resident engineers, Vernon, Howe, Williams and others whose names fail to come to me at the moment, but who are entitled to as much credit as the others, and whose assistance has been equally appreciated. Last, but not least, we have with us His Excellency Chang, who has done more to place the district along the line than I can tell you. The only mistake that was made about him was that he was not born an American—(Laughter). He is a hustler—(Laughter and applause). The construction of the Canton-Hankow railway means a great deal to China; it means more for every nation of this world than people generally understand; it means the opening up of commerce not only to the United States but to Great Britain, Germany, France, and all the nations of the world—(Loud applause). It is not a question of flag; but a question of how many dollars each one of us is going to get into his pockets when this undertaking is well in hand. While this enterprise is a great one, there is in it a missing link that awaits closing up and forging by my British friends who have been pressing about it for years—complete this great railway to Hankow, by building the line from Canton to Kowloon, which has been a concession for and which will go for Hongkong more than any one thing that can be done for it in a commercial way—(Applause). I have pleasure in introducing to you Mr. W. K. Kirkpatrick Brice, the son of the late Hon. Calvin Bruce, who represents our President, Mr. Barclay Parsons, here to-day (Applause).

THE CHINESE VIEW.
Mr. Chang Chen Hsen, late Director of the Land Department, Canton, (a metropolitan officer with the honorary title of Vice-President of a board), made a speech in Chinese,

which was afterwards translated into English in the following terms by Taoist, Mr. Lun Fung, a Hongkonger as Mr. Gray said, who had been educated in Queen's College, and was now his Chinese secretary.—Ladies and gentlemen, His Excellency says that he feels greatly honoured by the kind invitation of Mr. Gray, the General Manager and Chief Engineer of the Yuen Han line, and all the Directors, and Taoist Li, to attend the opening of the section of the line between Canton and Faishan. His Excellency cannot allow such a great occasion to pass off without making a few remarks upon the history and success of this enterprise. It was about six years ago that His Excellency Shen Kung-piao took up the question of building the line, and we were gratified by seeing the contract entered into between the Chinese Government and the American China Development Co. The construction of the line was actually commenced about a year ago, and His Excellency Chang, who is connected with the enterprise in the capacity of line director, is glad to say that he has met with great success in purchasing the land for the line, of course, by the voluntary assistance of the local officials and the native gentry generally. It will be needless, His Excellency says, for him to speak of the great importance of a railway in a country like China with so much wealth and so large a population. The section which has now been completed is only 10½ miles, and under the very able management of Mr. Gray, who has an efficient force of engineers and men of their capacities for whom His Excellency is sure that the whole line—about 1000 miles long—will be completed with the same success (Applause). His Excellency therefore requests you, gentlemen, to join him in drinking to the success and prosperity of the Canton and Hankow Railway (Applause).

The toast having been drunk, The Chairman then introduced the Hon. F. H. May, who, he said, would tell them why it was necessary to build a railway from Kowloon to Canton; where they would get the money from; and when the line was going to be finished (Laughter and applause). When the first train steamed in to Canton from Kowloon—(Mr. Gray) would be there waving the British flag as high as anybody and extending the ready hand of fellowship to his friend, Mr. May, who, he knew, would be one of the head passengers on the head car (Applause).

THE CANTON-KOWLOON LINE.

Hon. F. H. May said:—Mr. Gray, ladies and gentlemen, I am afraid that I stand here before you rather in the position of an impostor. I was asked this morning by Mr. Gray to make a few remarks, but I have very little to tell you. I might perhaps inform you of a few things you may not know, and I certainly would like to tell you a good deal that I know, but I am afraid that being in the position that I hold, I cannot let myself go. Some people say that some of the happiest moments of our lives are those that we live in the pleasant recollections of the past. Now, that has not been my fortune. I have only been at one opening of a railway before the one in which we have taken part to-day. It was the opening of a small branch railway in Ireland, in the county of Meath, and I was sitting in the carriage next the engine with a friend of mine when the train brought up. We sat for some moments and then as it did not go on we looked out of the window and I saw the engine driver inspecting his engine all over, and then I saw him climb up again into his place, and his stoker said to him, "Wickie, what ails her at all?" "I don't know, Pat," says Mickie, "what ails her?" "I know her," I said, "drive her or bust her!" (Laughter). And you may imagine my feelings when the train started. The explosion was not a serious one, but I and the rest of the occupants of the train had to walk home (Laughter). How would you like to have walked back to-day from Faishan? I imagine you would have got here very thirsty. Things have been managed better by Mr. Gray and his colleagues, whose arrangements have been most admirable, and who seem to have ingratiated themselves with the native population who ruled us to-day with nothing but smiles and acclamations. My friend, Mr. Reid, very busy with his pencil, and I know everything that we had done and said to-day will be duly recorded in the daily papers to-morrow or the next day, and when I see myself surrounded by some of the brightest spirits of Hongkong and Canton, and an abundance of those material spirits that gladden the heart of man, and the galaxy of youth and beauty that is gathered here from the Colony and Shamien, I feel sure that some critic will ask, "Why did Mr. Gray choose the Sabbath day for the inauguration of his railway?" I think you will find the answer in the eloquent remarks made by Mr. Brice, who has told us, and I heartily agree with him, that this is a very important enterprise. It is no small child's play. It is a serious, national and international undertaking (hear, hear), and you all know the old saying, "The better the day, the better the deed" (Applause). So, in my opinion, Mr. Gray was well advised in choosing the best day of the week for the best day's work that has been done in and around Canton for many years (Applause). Mr. Gray has emphasized the importance of linking up the Hankow-Canton Railway with Kowloon. I will say this much; that one of my dreams of the near future—I am rather a man that lives in the future—is to ride on that self-same link, and I hope that Mr. Gray, as he says, will be there too. When I first came to Hongkong more than twenty years ago, she was a mere child. I have seen her grow through her teens, and, in 1899, she blossomed into full womanhood, bristling with that acquisition which all mothers thrive off of all others, that is a healthy and thriving offspring. That offspring is called the New Territory, and without development it cannot thrive any more than this vast empire can. We want a railway to make it thrive. We are closely bound together with our Chinese friends, belonging to the vast Chinese Empire that lies so close to our borders, but we are not bound close enough. We like them so much; we gain so much from our intercourse with them that we want a still closer bond, and that bond is the iron road, (applause). Ladies and gentlemen, I drink to the health of the Kowloon-Canton Railway of the future, and at the same time I wish Mr. Gray, his colleagues and the Company he represents every success in the work they are engaged upon. (Loud applause).

The Chairman said they had heard what Mr. May had had to say regarding the Irish train which stopped and tore things up generally, all on account of the driver saying he would move or bust her. The story was very pretty, and he was sorry Mr. May did not apply it in his speech. He sincerely hoped that the people who had the concession between Kowloon and Canton would complete the railway in the near future or, but! (Loud laughter). Continuing, he said he should very much like to hear from Mr. Gershom Stewart, who was in touch with the financial and, he supposed, the commercial conditions in the provinces and at home.

The Hon. Gershom Stewart admitted the great surprise it was to him to be called upon to speak, and observed that, occupying as he did a very humble position in the Far Eastern world, he felt it was a great honour paid him in being asked to attend the opening of the railway. The other day, he said, he had the great pleasure of travelling from Shanghai with Mr. Gray, and they talked railways from early morning till the night closed in upon them. Mr. Gray's sentiments and his own were entirely in accord, and he could only reiterate what he firmly and honestly believed—that the future of Hongkong, and the future of the China trade generally was most intimately connected with the construction of railways in that great country. Personally, he had very little influence, but such as it was he should use it as long as he remained above ground in China to promote the furtherance, and extension of that railway, and as the little bit with which he was more intimately connected—the Kowloon Canton line—he should go in, as far as he could, heart and soul to bring it to happy conclusion about the end of it (Applause).

Mr. T. Hamman, (Consul for Belgium), apologized for addressing a few words to those present, but on behalf of Mr. James Scott, the British Consul General in Canton, and as *dayen* of the Consular Body he should like to reply to the kind allusions made by Mr. Brice to the foreign representatives, in stating they would agree with him that the best and strongest factor to unify the nation was railways (hear, hear). He did not object at all to Mr. Brice, but being a German he dared to say there were other factors of the same importance, and they were the army and the navy (Applause). What was the American China Development Company, he asked? He would like to call it a company developing the friendly and mutual interests of all the nations working in pacifying the world (Applause). The factor which, he thought, was the strongest to secure peace was the army and navy, and so Mr. Brice and the promoters of the Company, with such able general manager would not misunderstand him if, instead of proposing a toast for the future of the railway he submitted one for the United States Army and Navy (Applause).

The Chairman humorously observed that the toast was off to the German Consul and to the world at large, and they trusted they would always have the entire respect and would bear themselves in such a manner that persons were bound to respect the Company. Mr. Tomes having contracted a severe cold, had lost his voice, and was unable to address them, so he called upon the next in command, Mr. Richard Hancock, to tell them what he knew about American commerce in China. (After a pause: Mr. Hancock has also been attacked by a violent cold (Laughter)).

Commodore Robinson, having been introduced to the gathering, said he only had a few minutes to tell them that, on behalf of the navy—the navies the world over, he believed—he joined in wishing the success of such an undertaking as they had taken part in that day. They navy looked upon it as their privilege to defend the seas, and he believed that every navy in the world, practically, daily uses the prayer that they may defend the commerce and all legitimate trade on the face of the sea. That was their duty and privilege, and the railway line between Canton and Hankow would undoubtedly bring down to the sea an enormous amount of the wealth of China. All the navy congratulated the American undertaking in starting the line that day, and he begged them to join in wishing hearty success to the railway trusting that those undertaking it might have health and strength to carry it to a successful termination. (Applause).

The toast was drunk with great enthusiasm, after which

Mr. Tomes, the senior officer of the American Army and Navy, replied, observing that he was sure the development of the railway would be for the interest of all foreigners as well as for that of China. The band, which throughout the afternoon played suitable selections, including the national anthems of all countries represented at the tables, then struck up "Old Folks at Home," and at its conclusion Mr. R. Hancock toasted Mrs. and Mr. Gray and family.

In reply, Mr. Gray thanked the company for the honour shown him and his wife and remarked that whatever success he might have had in life, and whatever he might accomplish in China he would owe to Mrs. Gray for her watchfulness (Applause).

Amid the strains of "Hail Columbia," the company dispersed. The guests from Hongkong left for the steamer *Kinsan* which departed from her wharf at five o'clock. At dinner, during the trip down, the Hon. F. H. May toasted Mr. and Mrs. Tomes, thanking them on behalf of those present for the very enjoyable evening. Mr. Tomes responded, after which Commodore Robinson proposed the health of Capt. Lousie, a sailing evening was spent and when the guests left the wharf at Hongkong shortly before midnight they were unanimous in their praises and well wishes for the success of the Canton-Samsui branch railroad.

The line as far as Faishan will be opened for general traffic on the 1st prox, and it is expected that the extension to Samsui will be completed by the 15th January, 1904.

SHIPPING AND MAILS.

MAILS DUE.
American (*Siberia*) 20th inst.
Australian (*Eastern*) 21st inst.
English (*Ballaarat*) 20th inst.
Indian (*Laitang*) 23rd inst.
Canadian (*Empress of Japan*) 24th inst.
German (*Hamburg*) 25th inst.
German (*König Albert*) 25th inst.
American (*America Maru*) 3rd prox.
Tacoma (*Tacoma*) 4th prox.
French (*Australien*) 8th prox.

The M. M. Co's s.s. *Himalaya* left Singapore on 14th inst., at 8 a.m., for this port via Saigon.
The C. & M. Co's s.s. *Perla* left Hilo on Sunday, a.m., and is due here on Thursday morning.
The C. & M. Co's s.s. *Zafiro* left Manila on 15th inst., at 10 a.m., and is due here on Tuesday, at 1 p.m.

The Imperial German Mail s.s. *Prinz Heinrich* which left here on 12th inst., a.m., arrived at Shanghai on Saturday, at 8 p.m.
The C. N. Co's s.s. *Chingta* from Australian ports via Manila left Sydney on 14th inst., and is expected to arrive here on 5th prox.
The P. & M. S. Co's s.s. *Siberia* with mails, &c., left Nagasaki on 14th inst., at 5 p.m., for Manila, and is due there on Wednesday, at 10 a.m.

The Imperial German Mail s.s. *König Albert* carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on Saturday, p.m., and may be expected here on 15th inst.

The P. & O. S. N. Co's s.s. *Ballaarat* left Singapore for this port on 15th inst., at 1 p.m., with the Outward, English Mails, and is due here on 20th inst., at about 4 p.m.

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AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|------------|-------------------|
| GLASGOW and LIVERPOOL | "PELEUS" | On 28th November. |
| GLASGOW and LIVERPOOL | "DARDANUS" | On 5th December. |
| GLASGOW and LIVERPOOL | "YANGTZE" | On 12th December. |

S.S. "PROMETHEUS" has arrived and leaves for Shanghai to-morrow.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|--------------|-------------------|
| "GENOA, MARSEILLES & L'POOL" | "NINGCHOW" | On 20th November. |
| LONDON & ANTWERP | "POLYPHEMUS" | On 24th November. |
| MARSEILLES, L'POOL & ABERF. | "HYSON" | On 8th December. |
| "LIVERPOOL, L'POOL & ABERF." | "ACHILLES" | On 15th December. |
| MARSEILLES, L'POOL & ABERF." | "PROMETHEUS" | On 22nd December. |
| MARSEILLES, L'POOL & ABERF." | "DARDANUS" | On 5th January. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA. | "PELEUS" | On 30th November. |

S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th November, 1903.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-----------|----------------|
| AMOI and MANILA | "WUCHANG" | 17th November. |
| MANILA | "TSINAN" | 18th " |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE | "TSINAN" | 18th " |
| MANILA | "KAIFONG" | 18th " |
| CEBU and ILOILO | "HUPEH" | 19th " |
| SHANGHAI | "WHAMPOA" | 20th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these
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qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th November, 1903.

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Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort, of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|------------------------------------|
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 21st Nov., at 10 A.M. |
| RUBI | 2540 | R. W. Almond | " | SATURDAY, 28th Nov., at 10 A.M. |
| PERLA | 1980 | J. McGinty | " | " |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 14th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

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SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

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THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail |
|--------------|-------|---------------------|----------------|
| "INDRASAMHA" | 5,197 | W. E. Craven | Dec. 14, 1903. |
| "INDRAVELLI" | 4,899 | R. P. Craven | Jan. 14, 1904. |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | Feb. 13, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|-----------|----------------------|
| FOR ANPING* | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 18th Nov. |
| FOR FOCHOW* | "ANPING MARU" | J. Poto | SUNDAY, 22nd Nov. |
| FOR TAMSUI* | "DAIJIN MARU" | T. Ogata | SUNDAY, 22nd Nov. |
| FOR TAMSUI* | "DAIGI MARU" | T. Kitano | FRIDAY, 27th Nov. |

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa, and are fitted with all modern improvements. Excellent accommodation is
provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pootoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's
steamers from Shanghai.For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at
No. 8, Des Voeux Road Central.

Hongkong, 14th November, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"
Captain Flandin, will be despatched for the
above Ports on or about TUESDAY, the 17th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th November, 1903. [1369c]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COL-
OMBO, BOMBAY, KARACHI, ADEN,
SUZ and PORT SAID.(Taking Cargo at through rates to the
BRAZIL, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"
Captain Klausberger, will be despatched as
above on THURSDAY, the 19th instant,
at Noon.For Information as to Passage and Freight
apply toSANDER, WIELER & Co.,
Agents.
Prince's Building.
Hongkong, 14th November, 1903. [1234e]CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MAN-
ZANILLO, MEXICO AND
SAN FRANCISCO.

THE Steamship

"ATHOLL,"
Captain Watt, will be despatched for the above
Ports, on WEDNESDAY, the 2nd December,
at Noon.For Freight, apply at the Company's Offices,
No. 20, Des Voeux RoadJ. S. VAN BUREN,
Superintendent.
Hongkong, 14th November, 1903. [1436e]CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.Passage Fare \$4 Single Journey.
Meals \$1 each.The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$5. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [11073e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

Ernest Bent

3,869

FRIDAY, 20th November, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

THURSDAY, 26th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. NAKASHIMA, Manager.

Hongkong, 16th November, 1903. [1711e]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR RANGOON VIA AMOY AND
SWATOW.

THE Company's Steamship

"PURNIA,"
Captain F. W. Packham, will be despatched
as above on TUESDAY, the 17th instant,
at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th November, 1903. [1349e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the
above Ports, on WEDNESDAY, the 18th
inst., at DAYLIGHT.For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 14th November, 1903. [1358e]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. G. Olfert, will be despatched for the
above Ports, on WEDNESDAY, the 18th inst.,
at 3 P.M., instead of as previously advertised.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 14th November, 1903. [1340e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"ORO".....19th Nov.

"ORONO".....1st Dec.

"LOWTHER CASTLE".....12th Dec.

"SIKH".....22nd Dec.

For Freight and further Information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 12th November, 1903. [1319e]

FOR SHANGHAI, YOKOHAMA
AND KOBE.

THE H.A.L. Steamship

"ARAGONIA,"
Captain Forst, will be despatched for the
above Ports, on FRIDAY, the 20th instant,
at 5 P.M.For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th November, 1903. [1355e]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"EMPIRE,"
Captain P. T. Helms, will be despatched for the
above Ports, on SATURDAY, the 21st
instant, at 4 P.M.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric-light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th November, 1903. [1283e]

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"
Captain Meyer, will be despatched for the
above Ports on SUNDAY, the 22nd November,
at Daylight.For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th November, 1903. [1348e]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"
Captain W. T. Bain, will be despatched as
above on WEDNESDAY, the 25th November.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 13th November, 1903. [1284e]

TSU FAN
DENTIST.PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1260e]

Intimations.

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS, and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1120e]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES and REQUISITES
ALWAYS IN STOCK.REASONABLE PRICES.
Hongkong, 14th Nov., 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

SAINTARY SOAP

AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1903. [131e]

MEE CHEUNG,
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.I am now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICES
in the Colony or in any part of the Far East.GROUPS and VIEWS
a speciality.

Hongkong, 12th September, 1903.

THE CHINA JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, Sixo Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.Estimates given for all kinds of Electrical
work.Trained Mechanicians sent to Out-Ports to fi-
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903.

WEATHER-FORECASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast beside the Time-ball at Kowloon Point
for the information of masters of vessels leaving
the port. They do not imply that bad weather
is expected here:—A DRUM indicates a typhoon to the East-
ward of the Colony, (i.e., in the East
quadrant, N.E. to S.E.)A BALL indicates a typhoon to the West-
ward of the Colony, (i.e., in the West
quadrant, S.W. to N.W.)

THE SHARE MARKET.

PAID UP

| | ROCKS. | PAID UP VALUE. | LAST DIVIDEND. | TO-BE QUOTATION |
|---|--------|-------------------|--|--------------------|
| BANKS. | | | | |
| Hongkong and Shanghai Banking Corporation..... | \$ | 125 | { Div. of 1.10% @ 1/8 = \$18 for half year ending 30.6.1903 | \$642 1/2 |
| National Bank of China, Ltd. Do. Founders..... | £ | 80 | { 3/11 = \$19.96 for 1902 | \$20 |
| | | | None | \$10 |
| MARINE INSURANCES. | | | | |
| Union Ins. Society of C'ton, Ltd. | \$ | 100 | 32 per cent = \$32 per share for 1902 | \$492 1/2 |
| China Traders' N. Co., Ltd. | \$ | 25 | 16 % = \$16 for year ended 30.4.1902 | \$60 b. |
| North China Ins. Co., Ltd. | £ | 25 | Final of £1 making £2 for 1902 | Tls. 216 s. |
| Yangtze Ins. Association, Ltd. | \$ | 50 | 20 % = \$12 for 1901 | \$135 |
| Canton Ins. Office, Ltd. | \$ | 50 | 30 % = \$15 per share for 1902 | \$175 |
| FIRE INSURANCES. | | | | |
| Hongkong Fire Ins. Co., Ltd. | \$ | 50 | \$22 1/2 per share for 1901 | \$320 |
| China Fire Ins. Co., Ltd. | \$ | 50 | \$6 per share for 1901 | \$90 |
| SHIPPING. | | | | |
| Hongkong, Canton, & Macao Steamboat Co., Ltd. | \$ | 15 | \$1 1/2 for half-year ending 30.6.1903 | \$31 1/2 sa. |
| Indo-China S. N. Co., Ltd. | £ | 10 | 5 % = 10/- per share for 1902 | \$73 |
| China & Manila S.S. Co., Ltd. | \$ | 50 | 10 % = \$5 per share for 1900 | \$19 |
| Douglas Steamship Co., Ltd. | \$ | 50 | Div. of \$3 for year ended 30.6.1903 | \$31 |
| "Star" Ferry Co., Ltd. | { | { | \$1.20 = 12% for year ending 30.6.1903 | \$26 b. |
| | \$ | 10 | 60 cts. 30.4.03 | \$16 |
| "Shell" Transport & Trading Co., Ltd. | £ | 1 | 3rd Interim of 6d. for 1902 | £0.18/- b. |
| Tak, Lug & Lighter Co., Ltd. | Tls. | 50 | Interim of 2 % for 1903 | Tls. 36 b. |
| Shanghai Tug & Lighter Co. Limited. | Tls. | 50 | Interim of 4 % = Tls. 2.00 | Tls. 55 sa. |
| Do. Preference | Tls. | 50 | Interim of 3 1/2 % = Tls. 1.75 | Tls. 50 sa. |
| REFINERIES. | | | | |
| China Sugar Refining Co., Ltd. | \$ | 100 | Fin. of \$7 making \$12 for 1901 | \$97 |
| Luzon Sugar Refining Co., Ltd. | \$ | 100 | \$3 per share for 1897 | \$10 |
| Perak Sugar Cultivation Co., Ltd. | Tls. | 50 | Fin. of 7 % for year ending 30.9.02 | Tls. 60 |
| MINING. | | | | |
| Punjom Mining Co., Ltd. | \$ | 11 | None | \$1 1/2 sa. |
| Société Française des Char- bonnages du Tonkin | Fr. | 250 | Fin. of Frs. 30 making Fcs. 60 for 1902 | \$600 s. |
| Raub, Australian Gold Mining Co., Ltd. | £ | 18.10. | No. 12 of 1/- per share 28.1.01 | \$8 s. |
| Chinese Engineering & Min- ing Co., Ltd. | £ | 1 | No. 2 of 1/- per share 26.10.03 | Tls. 6 s. |
| DOCKS, WHARVES AND GODOWNS. | | | | |
| Hongkong & Whampoa Dock Co., Ltd. | \$ | 50 | 12 % = \$6 for 1/2 year 30.6.03 | \$203 b. |
| S. C. Farnham, Boyd & Co., Ltd. | Tls. | 100 | Final of Tls. 8 making Tls. 15 for year ending 30.4.03 | Tls. 120 sa. |
| Hongkong & Kowloon Wharf & Godown Co., Ltd. | \$ | 50 | Interim of \$2 1/2 for 1903 | \$86 b. |
| New Amoy Dock Co., Ltd. | \$ | 64 | \$2 1/2 for 1902 | \$38 s. |
| Shanghai & Hongkong Wharf & Godown Co., Ltd. | Tls. | 100 | Interim of Tls. 5 for 1903 | Tls. 215 s. |
| LANDS, HOTELS AND BUILDINGS. | | | | |
| China Provident Loan & Mortgage Co., Ltd. | \$ | 10 | 8 % = 80 cents per share for 1902 | \$9 b. |
| Hongkong Land Investment & Agency Co., Ltd. | \$ | 100 | Interim of \$6 for 1903 | \$152 sa. |
| K'loon Land & Building Co., Ltd. | \$ | 100 | Interim of \$6 for 1903 | \$152 sa. |

| | | | | | |
|------------------------------|----|----|---------------------------------------|-------|------------------------|
| West Point Banding Co., Ltd. | \$ | 50 | Interim of \$1 $\frac{1}{2}$ for 1903 | | \$52 $\frac{1}{2}$ 5a. |
| Hongkong Hotel Co., Ltd. | \$ | 50 | \$6 for first 1-year 1903 | | \$6 1 $\frac{1}{2}$ |

| | | | | |
|--|------|-----|--|-----------------|
| Astor House Hotel Co., Ltd. (Shanghai) | \$ | 25 | 24 1/2 % for year ending 30.6.03 | \$27 sa. |
| Hotel des Colonies Co., Ltd. (Shanghai) | Tls. | 25 | 6 % for year ending 31.3.03 | Tls. 14 |
| Humphreys Estate & Finance Co., Ltd. | \$ | 10 | 9 per cent for 1902 | \$10 1/2 |
| S'hai Land Investment Co., Ltd. | Tls. | 50 | Interim of 6 % for 1903 | Tls. 102 b. |
| COTTON MILLS. | | | | |
| Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd. | \$ | 10 | { Final of 60 cents, making \$1 for 1902/1903 | \$14 1/2 b. |
| Ewo Cotton Spinning & Weaving Co., Ltd. | Tls. | 50 | 3 % for period ended 31.10.97 | Tls. 32 1/2 sa. |
| International Cotton Manu- facturing Co., Ltd. | Tls. | 75 | Interim of 3 % on account of 1898 | Tls. 22 1/2 sa. |
| Laou-kung-mow Cotton Spin- ning & Weaving Co., Ltd. | Tls. | 100 | Interim div. of 4 % on acct. of 1898 | Tls. 35 |
| Soy Chee Cotton Spinning Co., Ltd. | Tls. | 500 | 4 % for period ended 31.12.00 | Tls. 200 |
| CIGAR AND TOBACCO COMPANIES. | | | | |
| Alhambra, Ltd. | \$ | 500 | 25 % for year ending 30.6.1900 | \$250 |
| Philippine Tobacco Trust Co., Ltd. | \$ | 50 | None | \$15 b. |
| Shanghai - Sumatra Tobacco Co., Ltd. | Tls. | 20 | Interim of Tls. 3 per share | Tls. 50 sa. |
| MISCELLANEOUS. | | | | |
| Green Island Cement Co., Ltd. | \$ | 10 | 12 % = \$1.20 per share for 1902 | \$22 1/2 b. |
| China-Borneo Co., Ltd. | \$ | 12 | First year | \$9 sa. |
| A. J. Watson & Co., Ltd. | \$ | 10 | Interim of 5 % for 1902 | \$14 sa. |

| | | | | |
|-----------------------------|----|----|------------------------------------|------|
| Watkins, Ltd. | \$ | 10 | \$1 per share for 1902 | \$74 |
| Hongkong Electric Co., Ltd. | \$ | 10 | 99 cents for year ending 30.4.1903 | \$74 |

| | | | |
|---|--------------|---|--------------|
| Hongkong Electric Co., Ltd. | \$ 5 | 45 cents for year ending 30.4.1903 | \$12 b. |
| Hongkong & China Gas Co., Ltd. | £ 10 | 10% div. and 1% bonus for 1901 | \$14 b. |
| Hongkong Rope Manufacturing Co., Ltd. | \$ 50 | \$10 for 1902 | \$145 |
| Geo. Fenwick & Co., Ltd. | \$ 25 | 15 per cent.—\$3.75 for 1902 | \$47½ |
| Hongkong Ice Co., Ltd. | \$ 25 | Interim of \$4 for 1903 | \$248 |
| Hongkong High-Level Tramways Co., Ltd. | \$ 100 | \$18 for year ending 31.11.1902 | \$320 |
| Dairy Farm Co., Ltd. | \$ 6 | 75 cents for year ending 31.7.1902 | \$13½ b. |
| Hongkong & China Bakery Co., Ltd. | \$ 50 | 3 per cent.—\$1½ for 1902 | \$40 |
| Campbell, Moore & Co., Ltd. | \$ 10 | Div. of \$2½ for 1902 | \$40 s. |
| Bell's Asbestos Eastern Agency, Ltd. | £ 0.12.6. | | \$5½ s. |
| United Asbestos Oriental Agency, Ltd. | \$ 4 | 90 cents } for year ending 31.5.03 ... { | \$9 b. |
| Do. Founders. | \$ 10 | \$29.70 } | \$210 b. |
| Hongkong Steam Water-boat Co., Ltd. | \$ 10 | Interim of 6% | \$15½ sa. |
| China Light & Power Co., Ltd. | \$ 50 | None | \$5 b. |
| Robinson Piano Co., Ltd. | \$ 50 | 5%—\$2½ for half-year 1902 | \$50 |
| Manila Investment Co., Ltd. | \$ 50 | None | \$15 b. |
| William Powell, Ltd. | \$ 10 | \$1 for interim 30.6.1903 | \$9 |
| Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat, Limited | Guilders 100 | { 4th Interim Dividend of Tls. 7½ paid } { 15.9.1903 } | Tls. 292½ b. |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | \$ 50 | First year | \$50 |

Telegraphic Address—"Rialto."

BENJAMIN, KELLY & POTTS,

Telephone No. 148, P. O. Box No. 111.

Share Brokers.

Notre-banquiers et-vendeurs de valeurs.

at Home Addresses Free of Freight, Duty, or other charges to Consignees

NOTICE.—Importation into England of Tobacco, Cigars and Cigarettes packed along with other goods is now prohibited.

OFFICES: 3 DUDDLELL ST.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hosiery, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hosiery (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZEES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzees, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzees in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leizer, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk-lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-cutes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries: Satens, Linenets, Seilecias, Black, Backs, &c.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,
MANAGER.

LADIES' & GENTS'
REAL PANAMAS

will be offered at

\$18.50

FOR ONE MONTH

From this date, 13th November, 1903.

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BEWARE OF IMITATIONS.

TRIMMINGS

Of every Description. Rich Silk Appliqués Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Fascinators.

November 14th.